496 Of course, the railroad situation in Bulgaria leaves much to be desired and one of the most important and most expensive railroads waits the realization of its construction. A comparison elaborated in 1926 will give a good idea of the eagerness of this small country for railroads. The increase in the number of passengers and the passenger-kilometers covered in travel for a period of 15 years (1911-1926) was 165% for the first and 158% for the second, having at the same time an increase in the length of the railroad network. Suppose we had eliminated this last fact and took into consideration the covered passenger-kilometers per 1 kilometer of opperated railroad, then we would obtain an increase in the intensity of passenger traffic reaching up to 104%, or doubled. This figure is both significant and interesting, because we do not find in the other European railroad administration. Obviously, this situation shows that Bulgaria has not reached a point of saturation in railroad activity.

497 Let us give a comparative idea in regard to passenger traffic:

States	*Number of passenger in millions*			*Passenger-km covered in millions*		
	1913	*1926*	*Increase in %*	*1913*	*1926*	*Increase in %*
France	583	784	34.4	20,637	28,194	36.6
Germany	1,743	1,819	4.35	40,474	42,922	6.1
Belgium	203	225	10.8	4,878	6,184	26.7
Italy	94	115	22.3	—	—	—
Danemark	34	43	26.5	969	1,098	11.7
Bulgaria	3,5 (1911)	9.2	19.2	234 (1911)	605.7	158

Note. Under Bulgaria, the comparison is for 1911 and 1926/7, because if we take the very weak traffic in 1913, the comparison would appear most favorable for her.

The same remarkable increase we observe in the freight traffic also and the comparison for it is as follows:

	Freight in million tons			*Freight covered in million tons — km*		
	1913	*1926*	*Increase + Decrease — in %*	*1913*	*1926*	*Increase + Decrease — in %*
France	243	293.6	+20.8	28,973	41,7.4	+44.3
Germany	450	376.0	—16.4	60,479	58,421	— 3.38
Belgium	61.5	83.0	+30.0	5,290	8,273	+56.4
Italy	41.4	65.2	+57.6	—	—	—
Denmark	9.3	9,4	—	601	633	+ 5.3
Bulgaria	2.04	3,15	+54.5	270.4	497.8	+84.4

000 dominantly Bulgarian and that the Greek population in 1920 was only 20,5% of the total population of this region. Despite the forcible expatriation of the Slavic element at that time and the settlement of Greeks of Asia Minor (Fig. 10), this province was on the decline, its economy was extensive and the main ports Cavalla and Dede-Agatch (Alexandrople) anemic and of purely local significance. The mountain population, which was severed from the region that were the sources of its nourishment and life, sank into misery and destitution. It was condemned to starvation, tuberculosis and enormous child mortality. Here we have the tragedy of the Rodope region.

In spite of the favorable conditions for an intensive traffic on the Thracian Sea Coast, which is the natural outlet for the lands around and beyond the Danube, this coast is separated from its natural hinterland and is in a failing condition, in so far as traffic and economic soundness are concerned. Let us give some characteristic comparative idea about communications in Thrace and in Bulgaria. The density of road and railroad network in Aegean Thrace was for 1930 about 10.9 km. per 100 sq. km. of territory, while in Bulgaria it was 34.1 km., or 3.13 times larger. If we consider in Thrace only the normal lines of the Compagnie Orientale (a private company), we will obtain the following comparative results:

Train movement, i. e. average number of trains in both directions passing through one point daily, we have for CO 3.81 trains, which does not make even two couples of trains daily, while for the Bulgarian State Railways we have 11.25 trains, or 3.03 times larger than for the CO;

Intensity of general movement, i. e. the number of axle-km. per one killometer operating lines: for the B. St. Rws 3.58 times larger:

Intensity of passenger traffic, i. e. passenger — km. per one kilometer operating lines: for the B. St. Rws 6.7 times larger;

Intensity of freight traffic, i. e. ton—km. per one kilometer operating lines: for the B. St. Rws 8.44 times larger than for the CO Rws.

And generaly the intensity of all the Greek lines is considerably smaller than the intensity of the Bulg. St. Rws. The movement on the lines of CO tends to decrease. There was a general fall in the CO lines of 11.8% from 1927 to

8: Bojkoff K-4, 5 (no date) 1946 EE1 Bulgaria EE1

1930, while on the B. St. Lines for the same period we have an increase of 20.5%.

The Greek Railways had an increase of only 255 kilometers or 9.6% for the period 1914 to 1940, while Bulgaria increased its railway network with 1.025 kilometers or 48.7% after the two national catastrophies (1913 and 1918). Since 1920, for a period of 25 years, Greece has played with the pet idea of building the railroad extension Drama—Kavala, 31 kilometers long, in order to link this sea port with the railroad network. This good intention did not grow up to maturity and the work on this line is left undone until to-day.

Greece suffers of marine hypertrophy. The Greeks control an enormous sea coast line, which they are in no position to make the best use off. Here is how the relation between the sea coast line of the countries and their entire frontier line stands: 80.7% of the entire frontier line of Greece is sea coast line, for Albania the relation is 38.8%, for Yugoslavia — 34.1% and for Bulgaria — 17.5%.

For 1 km. of sea coast we have

Territory: For Greece 22, for Albania 62.2, for Yugoslavia 155 and for Bulgaria 277.5 sq. km.;

Population: for Greece 1060, for Albania 2340, for Yugoslavia 9900 and for Bulgaria 15.000 inhabitants.

57. Construction Work. It is hard to give a satisfactory picture in this brief study about Bulgaria's accomplishement during the last period of her present free existence. Whatever her achievements might be, they would hardly impress a sophisticated reader, who would wish to measure her with the standards of his advanced country, whose present generation probably owes its spiritual and material progress to the advantages of free life and activity of preceding generations. Our picture, however, would not be complete if we said nothing about the technical developments of Bulgaria or about the work of Bulgarian engineers and architects.

Notwithstanding its limited means, the country spared nothing for its public works. About the beginning of the Second World War, Bulgaria was spending on the average about one billion leva annually for government and municipal building operations. This expenditure grew constantly: in 1936 — 457.600.000, in 1937 — 505.600.000, in 1938 — 534.100.000,

Year	Normal Gauge Milage	Train klm. per year	Receipts in leva from Passengers	Parcels and baggages	Goods	Various
1929—30	2438	9,893,375	450,710,177	29,269,236	784,330,428	1,186,024
1930 - 31	2582	10,018,327	404,119,328	16,127,156	751,281,848	5,874,70?
1931—32	2656	10,366,382	387,282,126	12,129,671	728,877,237	21,241,717
1932—33	2664	10,426,764	372,950,000	10,240,000	750,903,000	9,717,000

Year	Expenditure in leva Salaries	Various	Excess of receipts over expenditure in leva
1929—30	421,515,136	473,459,617	370,221,112
1930—31	512,574,702	544,330,600	124,489,737
1931—32	510,000,000	450,000,000	189,510,651
1932—33	530,000,000	435,000,000	168,000,000

COMMUNICATIONS

Of all East European States, Albania excepted, Bulgaria has the smallest milage of all, 2·2 klm. of railway track per 100 sq. klm. of territory. The ratio being 2·5 for Greece, 3·7 for Yugoslavia, 4 for Rumania, while the proportion for Austria, Hungary and Switzerland, are respectively 8, 10·2, and 14. In spite of this evident inferiority, construction since 1918 has been very restricted, averaging a bare 44·3 klm. a year, owing to the depressed State of the country's finances. The railway administration is an autonomous institution and since 1929 has had its own distinct budget. The railway department had the great advantage of having for a number of years a most energetic, progressive and honourable engineer at its head, M. Morfov, who was subsequently nominated to the post of Bulgarian Minister in Paris, it also had in recent years the good fortune to possess as titulary chiefs, in the person of the Ministry of Railways, such active and honest men as MM. Kimon Gheorghiev and Stoyan Kosturkov, all of whom did their best to avoid the mistakes committed by their predecessors, a few examples of which are narrated further on.

The table on page 212 will give an idea of the intensity of the traffic and of the rentability of the system during the last few years.

The intensity of the traffic in comparison with Western European countries is very light, as may be seen by comparing the relative data for the year 1931 relative to Belgium and Bulgaria:

	Average milage	Number of passengers carried	Passengers per klm.	Goods carried	Tons per klm.
Belgium	4800 klm.	221,303,000	1,209,000	79,535,000	1,433,000
Bulgaria	2600 klm.	7,680.000	204,000	3,480,000	250,000

From the above table it will be seen that the traffic in Belgium is on an average 6 times as intense as in

11: Logic S-4 (no date) 1936 EE1 Bulgaria EE1

•497 Bulgaria, the capital outlay however in Belgium per klm. of railway is about 15 million leva, while in Bulgaria it is only 4 millions, and this permits the Bulgarian railways to be operated more economically than those of all other continental States, the ratio of the cost of running them to gross receipts being 71.05 % in Bulgaria as against 101.49 % in Yugoslavia, 102.2 in Germany and 106.8 % in Belgium (1932).[1]

The Bulgarian railways are most economically run, thus the outlay on salaries amounts to only 53 % of the total expenditure, as compared to 57.4 % in Yugoslavia, 68.60 % in Greece, and 70.7 % in Germany. The railway rates are the cheapest in Europe as may be seen from the following comparative table. A journey of 50 klm. costs:

	1st class	2nd class	3rd class	
In Bulgaria	103	75	52	leva
„ Yugoslavia	122·5	105	70	„
„ Rumania	232·5	178·5	116·45	„
„ Czechoslovakia . . .	285 6	158·76	105·84	„
„ Austria	231·8	166.15	92·75	„

Better financial results could have been obtained if some limitation were put to the excessive number of people travelling on the railways at reduced fares, a large proportion of them doing so out of favouritism. Important rebates too are allowed on the transport of most products of local industries as may be gauged by a statement of M. Kosturkov in the Sobranye on June 14, 1932: "Last year some 8,121,953 passengers were carried, 25 % of whom benefitted of reductions varying between 50 % and 75 %. Half of the goods carried were transported at rates 10 % to 35 % below

[1] The railway administration, having assumed to repay gradually to the State the total cost of the railway lines, as well as to set aside annually a certain amount for depreciation has been closing its yearly balances since 1930 with deficits. Namely 30,926,000 leva in 1930, 119,508,000 in 1931, 108,178,000 in 1932, 100,070,000 in 1933. In 1929 it showed a surplus of 122,190,000 leva.

those of the ordinary tariff." Dr. B Yantsulov some time ago estimated the loss which these reductions entailed to the revenue to as much as 109 million leva a year and apportioned the loss as follows: 497.

Free tickets	20	million	leva
Free transport of mails	19	"	"
Rebates on goods to and from sugar refineries	19	"	"
" " " " " " flour-mills	10	"	"
" " " of local industries	41	"	"
Total	109	"	"

The contraction in the receipts due to the rather excessive granting of bonuses which have hitherto been granted on too generous a scale is now likely to cease, for one of the decisions of the new government installed on May 19th 1934 was that both the free issue of tickets was to cease and that most of the products of local factories would be transported at the usual rates and would no longer benefit of rebates.

Tho total tonnage of goods carried during the financial year 1932-3 was 3,317,692 tons, of which 340,947 tons were cereals, 134,778 flour, 149,176 sugar-beet, 22,102 sugar and 809.520 coal. The transport of the bulk of these goods is of a seasonable character, being mainly transported in the late summer and early autumn months, and this explains the shortage of trucks during this period of the year. The total number of functionaries, including the central administrative staff was 16,563. According to M. A. Yaranov's view as expressed in his book "Bulgaria to-day and to-morrow" this was en excessive number, for according to him in 1912 when the milage was only 1948 klm. with 125 stations, the total number of functionaries was 4878, By 1927-8 the milage had increased to 2231 klm, normal, and 416 klm. narrow gauge with 225 stations, while the number of the staff had reached 16,164 and this tremendous increase in the personnel was obviously

497 not justified. By the year 1931-2 the number of stations had increased by 30%, plus another 195 small stations, or halting places and though the milage had also augmented, nevertheless the staff numbered 16,602, so that M. Yaranov's criticism seems to have been well-founded so far as the year 1927-8 is concerned, this may be said also of his remarks about the stopping places being too numerous and involving a tremendous waste of energy to the trains having to pull up and start at very brief intervals.

499 653 Owing to the lack of funds, special measures had to be devised in order to provide the requisite means for the construction of the new railway lines. Thus a special tax was imposed on the inhabitants of communes through which new railway lines were laid and municipalities had to expropriate land and provide labour at their own cost. The compulsory labour service was utilised, and it may be said that without the help of this institution little of what was done would have been accomplished.

An idea of the cost of the new lines and of the repartition of the expenses may be formed by studying the data relative to the Plovdiv-Panagurishte line of 70·880 klm. in length, which cost a total of 117,458,474 leva, or 1,640,010 leva per klm. Eventually it is proposed to join up this line with the projected trunk line Sofia-Pirdop-Kazanlik-Sliven-Burgaz, parts of which have already been built.

20,937,003	leva	Work furnished by temporary labour conscripts (defrayed by communes)
14,668,896	„	Work furnished by regular labour conscripts (defrayed by the State)
2,120,985	„	Land and building expropriated by the communes
1,543,525	„	Sum provided by the State budget
556,910	„	„ „ „ „ „ extra-ordinary budget.
39,123,615	„	Sum provided from the Railway special construction Fund (Amounting to 408 millions in 1932.
10,000,000	„	Sum provided from the Railway special Fund for embelishments and Station installations (Amounting to 221 millions in 1932)